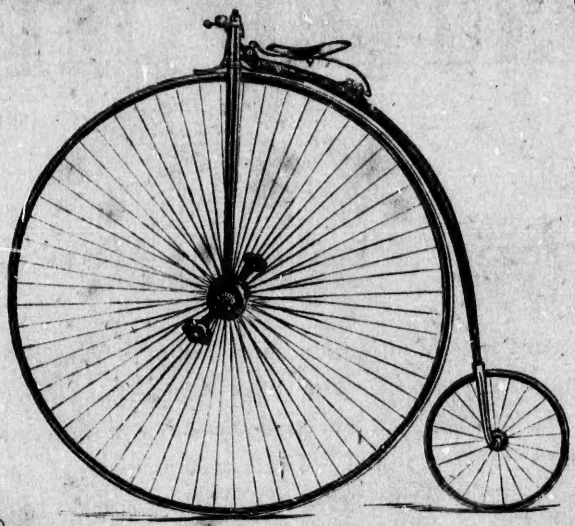
J. Fallows
London

THE

"CHALLENGE"



Agent: WM. PAYNE,

BICYCLE + IMPORTER,

P.O. BOX 304,

LONDON, ONTARIO.

RESIDENCE: OVER VICTORIA BRIDGE.

Ten Minutes Walk from the Western Station.

J. Fallows

ILIFFE & SON, PRINTERS, COVENTRY, ENGLAND.

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WM. PAYNE,

IMPORTER

INTRODUCTION.

The "Challenge" Bicycle.

This superb machine, introduced by WM. PAYNE in 1879, is now well and most favourably known throughout the Dominion, and is acknowledged by all practical Bicyclers to be without a superior among the highest class of roadsters and racers of the day. It is manufactured by the well-known firm of SINGER & Co., Coventry, England, at whose extensive works (the largest in the World) all that education, skill, and years of experience can produce, is employed in its construction. Its parts are difficult to damage, but easy to repair.

PURCHASE A GOOD MACHINE AT FIRST; then, after a few months' practice, should you find the machine too small, you will be able to sell or exchange to a good advantage. Good Second-hand Bicycles are always in demand, but a poorly-constructed machine, after a few months' use, cannot be exchanged or sold at any price; it is worse than useless.

I have the largest and most complete Stock in the Dominion. An inspection will substantiate the above facts.

COME AND SEE.

SUNDRY DEPARTMENT.

This Department comprises almost every known appliance connected with bicycling (with the exception of some which are utterly useless). Most of the items in Stock are specified, but novelties are added as soon as they appear.

All parts of the Bicycles I sell are kept in Stock. As these Sundries are my own importations, I can offer special discounts to the Trade.

GENERAL INFORMATION.

ORDERING.

It is advisable that orders be written upon our printed "order form" enclosed, which will assist the purchaser in describing details correctly, and prevent mistakes in manufacture. *Urgent* orders should be for *standard* patterns; an apparently slight variation often causes delay. Color should also be left to us in urgent cases.

To facilitate the choice of a bicycle we respectfully offer our opinion (which is not only practical, but founded upon over ten years' experience), that a very light machine is a mistake, and that a very large machine is not the most serviceable. We call attention to the sizes given in our price list.

N.B.—Our List is often altered during the year.

TERMS.

Net Cash on all Bicycles and Tricycles. F.O.B. Close Crates, when required, will be charged $1 extra.

N.B.—To avoid the indefinite multiplication of Small Accounts for Fittings, &c., we are compelled to make it a Rule that these *MUST be entirely paid for in advance*, otherwise the profit is swallowed up in book-keeping and collecting accounts.

EXCHANGES.

Bicycles and Tricycles of our own importation can generally be taken in part payment. We cannot, however, quote until we have seen the machines.

Bicycles thus taken are at once put in thorough repair, making them almost as good as new, and are offered for sale as SECOND-HAND MACHINES, for which we shall be pleased to quote.

INSTRUCTION.

Instruction in the art of riding, free to all purchasers.

IMPORTANT ALTERATIONS.

THE "BRITISH CHALENGE."

A Bicycle of the highest possible quality, having fluted-hollow forks to both wheels, oval backbone, adjustable double ball bearings to front wheel, and balls to back wheel, patent non-slipping tyres, the patent " British " spring and " Challenge " pedals, and Andrews' steering centres. All the bright parts are nickel-plated.

This machine has, during the past two years, made so good a name for itself, and has been to all its riders so thoroughly satisfactory, that it is now the best known and most admired bicycle in the Dominion, combining, as it does, perfect rigidity and great strength with the utmost comfort and ease of propulsion. It is, therefore, admirably suited for use on both road and race track.

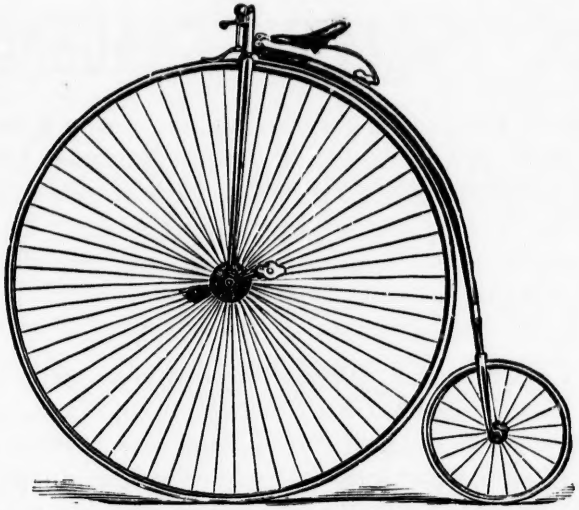
Some Agents are trying to introduce a light wheel, weighing from 23lbs. to 30lbs. This is perfectly absurd, as all experience during the past has taught practical riders that a bicycle weighing less than from 38lbs. to 40lb. *will not stand our roads.* Our race tracks also are heavy and not to be compared with the smooth and level cinder paths now used in England.

The numerous expressions of satisfaction which have been sent me during the past four years all go to prove the unshaken confidence our leading wheelmen have in the " Challenge."

For further information as to details of Bicycles and Tricycles see the Catalogues issued by SINGER & Co.

THE "BRITISH CHALLENGE."

3rd YEAR.



PRICE LIST OF THE "BRITISH CHALLENGE."

Length of Leg inside.	Size of Driving Wheel.	STANDARD PATTERN. With cranked handle-bars. All bright parts, including spokes, handle-bar, spring, brake, cranks, hubbs, pedals, &c., nickelled and polished. Backbone, forks, and rims painted and lined in color.
INCHES.	INCHES.	
30	46	$93
31	48	$96
32	50	$99
33	52	$102
33½	53	$105
34	54	$107
35	56	$110

Each machine is provided with oilcan and wrench.

15 EXTRAS.

All nickel-plated except felloes, [redacted]; all nickel-plated including felloes, [redacted]; Bown's ball pedals, rat-trap or rubber, substituted, $7; Harrington's cradle spring, substituted, enamelled, $3; ditto, ditto, plated, $4; 1in. and ⅞in. tyres, $5.

With bright parts not plated, $5 less; Cones to back wheel instead of balls, $2 less.

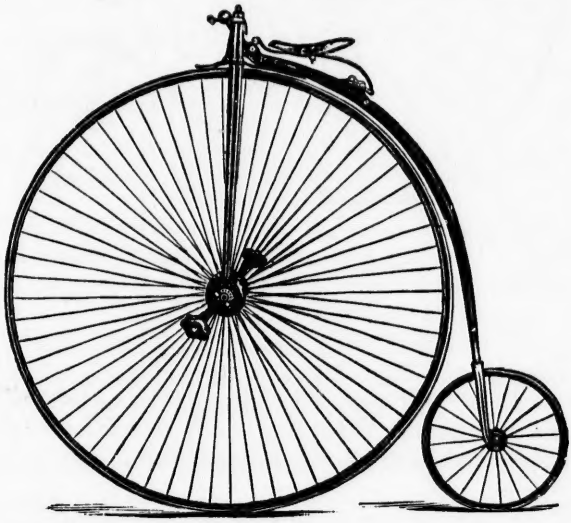
The weight of a 52in. "British Challenge," with ⅞in. tyres, is 44lbs. A lighter pattern, with smaller hubb flanges and ¾in. tyres to both wheels, weighs 39lb. Price the same as above.

The "Special British Challenge."

2nd YEAR.

This style is the same as the "British," except that it has open steering; the fork sides being made of weldless steel tube, of fluted section, running up to the handle-bar. The fork is very strong and rigid, and somewhat lighter than the fork of the "British."

Prices, sizes, &c., the same as "British."



This is without doubt the finest machine yet introduced for all purposes, being very swift and practically light enongh for racing purposes. It is somewhat lighter than the "British," but possesses unequalled rigidity and strength, thus making it eminently suitable for roadwork and touring purposes. In appearance it is elegant in the extreme. The fork tubes are not brazed to a solid head, but extend from the handle to the bearings, forming not only the most rigid, but the most symmetrical hollow fork at present in use.

THE "ROYAL CHALLENGE."

5th YEAR.

I have imported this superior roadster to supply a long felt want of Canadian bicycles—namely, a medium priced bicycle, modern in style, constructed of honest material, and possessing the essential requirements of all first-class machines. It is fitted with the "Challenge" ball bearings to front wheel, and dust-proof cones to back. A glance at the machine itself will convince the purchaser that we give in this machine more for the price than can be found in any bicycle at present known to Canadian riders.

Length of Leg.

In.		*In.*		*Price.*
31	...	48	...	$72.70
32	...	50	...	$75.72
33	...	52	...	$79.75
34	...	54	...	$82.78

With an advance of $1·50 per inch.

The "National Challenge"

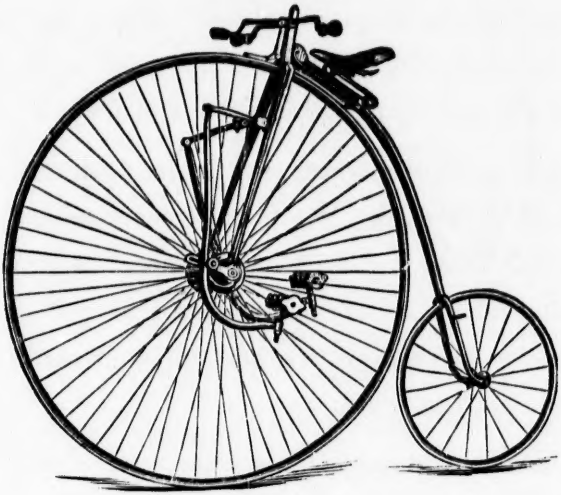
Is a somewhat similar machine to the "Royal Challenge," but has solid fork sides, and some alterations in minor details.

PRICE, ~~$5 less than "Royal Challenge."~~

By Royal Letters Patent.

The "'Xtraordinary Challenge."

6th YEAR.



STANDARD PATTERN.

Plated bright parts, including spokes, head, handle-bar, brake, cranks, and links; other parts painted and lined in best style. Complete with double ball bearings to front and balls to back wheel and levers.

PRICE.

48in., 50in., and 52in., $118.

With an advance of $1·50 per inch.

With ball bearings to front wheel only, and bright parts not plated, $105.

For further particulars see large Catalogue.

THE "'XTRAORDINARY"

Was constructed entirely with a view of obtaining additional safety for the rider, this being effected by giving the fork a "rake" of ten inches, and by a peculiar arrangement of the steering centres, making the guiding as easy as that of an ordinary bicycle. The position of the rider is the same as usual, and the movement of the pedal is almost circular.

A larger or smaller wheel may be used without reference to the height of the rider. We do not recommend large wheels in any machine, and in the "'Xtraordinary" a 50in. or 52in. is recommended, or for very tall persons 54in., but 48in. would be even better in cases where hills are numerous, and easy riding is preferred to speed.

The following advantages are secured, viz.:—

GREAT SAFETY.

EASE IN MOUNTING and Dismounting.

EASY PROPULSION, especially up hill and on rough roads.

GREAT BRAKE POWER, "headers" being impossible.

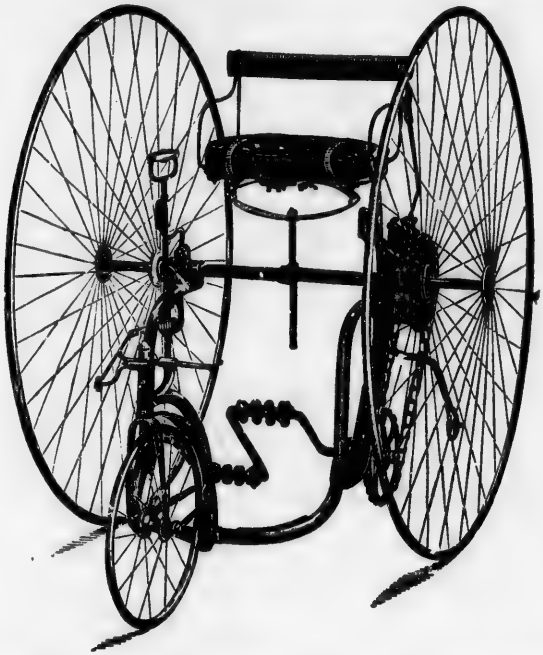
SMOOTHER MOTION on rough roads, and

NO LOSS OF SPEED.

For touring, night riding, and for those who do not feel justified in risking accident, the "'Xtra." is invaluable. After a test of five years it still stands alone as a real safety Bicycle.

TRICYCLES

THE "APOLLO" TRICYCLE.



A few Tricycles will be kept in stock, and prices will be given for any size required.

The following are Tricycles that can be confidently recommended, being all of the manufacture of Singer & Co., of Coventry:—The **"Apollo," "Sociable," "Tandem," "Traveller,"** and **No. 2 "Challenge;"** and the **Folding No. 1 "Challenge,"** and **Folding No. 2 "Challenge"** are made to supply the varied wants of tricyclists; while in the **"Velociman,"** Messrs. Singer & Co. have successfully enabled persons unable to walk to propel themselves with pleasure and comfort. A small Tricycle is also supplied for children.

Particulars of these Tricycles will be found in the Catalogue of Messrs. Singer & Co., 1883 edition.

THE CHILD'S TRICYCLE.

The above represents a neat, strong, and well-made Tricycle, suitable for children. It is safe, easy to learn, and easy to drive. The wheels have crescent iron rims, strong direct spokes, and rubber tyres.

The cushioned seat is supported by spiral springs, and can be adjusted to suit riders of various heights. Suitable sizes are given below.

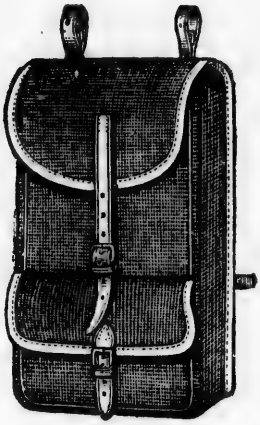
Each machine is painted in two colors, at the following prices (the 28in. and 30in. being proportionately stronger throughout than the three smaller sizes).

PRICES.

For Children from	3 to 5	years of age.	22in.	wheels.	$18·50
,,	4 to 6	,,	24in.	,,	$21·50
,,	5 to 7	,,	26in.	,,	$24·50
,,	6 to 8	,,	28in.	,,	$27·50
,,	7 to 10	,,	30in.	,,	$30·50

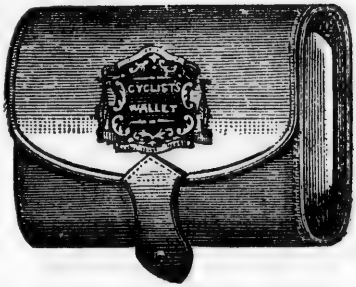
HANDY TOOL BAG.

PRICE, $1·50.



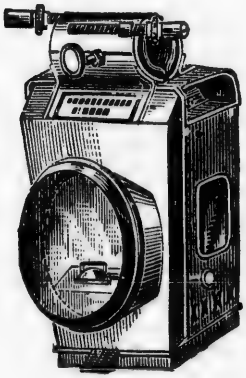
"MULTUM-IN-PARVO."

PRICE, $3 to $4.



CYCLIST'S WALLET.

PRICE, $1·25 & $1·50.



"KING OF THE ROAD."

(Hubb.)

LUCAS'S PATENT.

PRICE, $4·50 to $5; Plated, $8.

This lamp is so constructed that it opens in the centre, so that it can be inserted between the spokes of any wheel. It has large wick, and gives a powerful light.

Sundry Department.

This department comprises almost every known appliance connected with bicycling (with the exception of some which are utterly useless). Most of the items in Stock are specified below, but novelties are added as soon as they appear.

N.B.—To avoid the indefinite multiplication of Small Accounts for Fittings, &c., I am compelled to make it a rule that these **must be entirely paid for in advance**, otherwise the profit is swallowed up in book-keeping and collecting accounts. To avoid the delay caused by sending Invoice, full remittance should **accompany** the order; any surplus will be returned. Carriage or postage extra.

BAGS.

Handy Tool Bags	$1·50
Ordinary ,, ...	$1·25
Cyclist's Wallet, No. 1	$1·25
,, ,, No. 2	$1·50

BAGS FOR LUGGAGE.

M.I.P., serviceable, with Registered Holdfast	$4·00
,, Ordinary	$3·00

BELLS.

Harrison's Alarm	$1·50
Automatic Alarm (best in the world), Nickel-plated (in ordering please name Bicycle) ...	$3·50
Stormont's Alarm, plated	$1·50

BRAKES.

Brakes, complete		$3·00

BACK WHEEL PINS.

Back Wheel Pins		$1·00

CEMENT.

Cement for Tyres	per lb.	$1·50
„ „ Cuts in Tyres ...	per box	·50

CRANKS.

Cranks, detachable	each	$1·10
Key and Nut		·25

HANDLES.

Rosewood	each	·50
Horn (large)	„	$1·00
Bar for "British," plated		$1·50
„ Ordinary solid		$1·25

LAMPS.

"King of the Road" Hub (Lucas's Patent)	$4·50
„ „ „ „ Large size ...	$5·00
„ „ „ „ Plated on Brass	$8·00

LOCKS.

Ordinary Padlock and Chain	·80
"Yale"	$1·25

LUBRICATORS.

Valve Lubricators	·25
Ordinary „	·25

NUTS.

Nuts, plated	each from	·10

OILCANS.

Oilcans	each	·25

PEDALS.

Coned Rubber, per pair, complete	$3·50
Bown's Ball Bearing, plated	$11·50
,, ,, ,, not plated	$10·00

SPOKES.

Butt-ended, polished	each	·15
,, ,, for "British," plated ...	,,	·25

SADDLES.

Best ordinary	$1·50
Suspension (ventilated)	$3.50
Lace-seated	$3·75

SPANNERS.

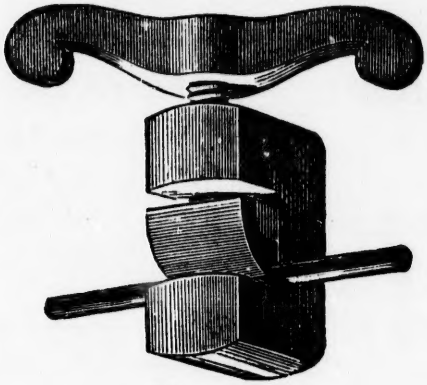
"Challenge" Adjustable	$1.10
Ordinary	·75

SPRINGS.

Ordinary, for "Royal"	$3·00
"British," plated	$5·00
"Arab" Cradle	$5·00
,, ,, plated	$6·00

THE "CHALLENGE" SPOKE ADJUSTER.

THE ENGRAVING IS FULL SIZE.



PRICE, $1.

Will adapt itself to direct spokes of any gauge.

Description of the Steering used in the "Challenge."

The long steering centres now fitted to the "British Challenge" and "'Xtraordinary" are carried right up to the top of the head, and end in a cone. Over this passes the top screw, which is hollow; it screws into the solid body of the head, and consequently is a very strong, but free-working support to the centres, which are thus 5in. long, the handle-bar being but 6in. above the tyre. A tiny orifice is then drilled for lubricating, and the whole secured by a lock-nut in the usual way.

The "Special British" steering is already very long, in consequence of the use of the open head.

HINTS TO PURCHASERS.

1.—Deal only with respectable agents, and do *not* rely implicitly on those who guarantee their goods. The reputation of the maker or agent is the best guarantee.

2.—Beware of "cheap" machines; your safety depends upon your steed.

3.—Do not buy a high machine if a lower one will fit you equally well; if it is a question of choice between 52in. and 54in., choose the former.

4.—Do not lay great stress upon weight; which is a secondary consideration.

CAUTION.

Some dishonest persons who have never been appointed, have been representing themselves as agents for the Singer Machines. Beware of spurious machines and prices differing from the correct ones, and in doubtful cases communicate with me.

SECOND-HAND MACHINES.

A good supply of these, taken in exchange, is generally in Stock, and having been put in *thorough* repair, are in many cases almost equal to new machines.

No.	*Size.*	*Style.*	*Bearings.*	*List Price.*	*Offered for*	

Splendid bargains are offered in this line, at from 25 to 30 per cent. less than first cost. Serious errors are often made by over-anxious and inexperienced purchasers in choosing too large a wheel. After a little practice the mistake is discovered; hence the exchange for a more suitable one. Often, too, painted machines are exchanged for plated ones, but in all cases we shall offer *good* Second-hand Machines only.

I am daily favoured with flattering Testimonials respecting the "Challenge" Machines. Space will not permit me to print the scores of letters in which the writers express their satisfaction with their easy and swift-gliding wheels. Hundreds of prizes have, during the past few years, been won by our champion wheelmen riding the "Challenge," while the constantly increasing demand for these grand Machines is the best proof of their merits and popularity. An important item to consider is this:—I purchase all my Bicycles from the Manufactory, whence they are sent to me *direct*. They are then run, and thoroughly examined before being sold.

A large Stock of Accessories and Fittings are kept and sold cheaply, and herein is a great advantage in dealing with one firm, for all parts can be kept to re-place losses or breakages. Agents having several makes of machines for sale find it impossible to stock parts for all, and, as no complete stock is kept in this country, the purchaser has then often to wait three or four months to obtain parts from England.

I keep the Largest Stock and best selection of Bicycles, Tricycles, and Fittings in the Dominion. Come and see, and make your choice.

WM. PAYNE.

the mistake is discovered; hence the exchange for a more suitable one. Often, too, painted machines are exchanged for plated ones, but in all cases we shall offer *good* Second-hand Machines only.